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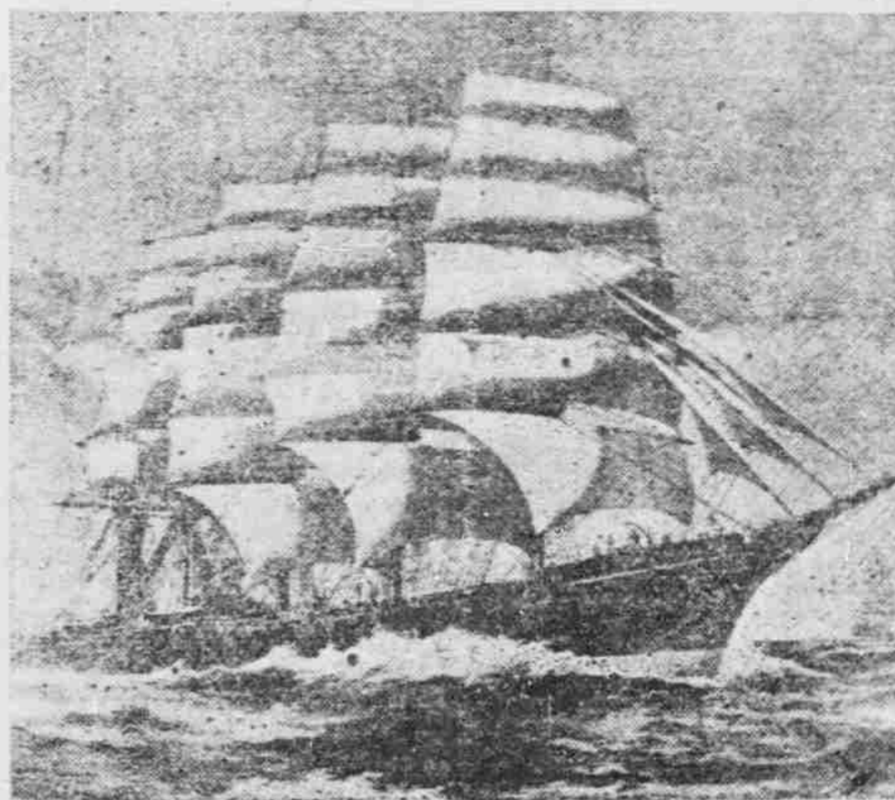
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SHIP R. C. RICKMERS, LARGEST SAILING VESSEL IN THE WORLD.

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The largest sailing ship in the world is now in the Pacific, having arrived recently at San Pedro from Germany with thirty thousand barrels of cement in her hold. She is an auxiliary clipper, a decided innovation in vessels of her class being tried by providing her with an auxiliary steam engine, the object of which is to assist the ship across the belt of calms and also in her movements in harbor when coming to an anchorage, warping alongside a dock or threading her way through entrance channels and other narrow waterways.

The spirited illustration of this great ship which is herewith presented gives an excellent impression of her great length, graceful sheer, lofty bow, and towering spread of canvas. She is shown with practically everything set, and bowing along at fifteen knots an hour at her favorite point of sailing, which is with the wind over her quarter. On deck the R. C. Rickmers measures 441 feet in length; her extreme beam is 53 feet 8 inches; her draft is 26 feet 9 inches when fully loaded, and her molded depth is 29 feet. Her gross tonnage is 5545 tons and on her maximum draft she displaces 11,360.

The R. C. Rickmers carries, of course, a huge spread of canvas, the vertical height from the deck to the trunk of the main mast being 177 feet, and the length of the mainyard 100 feet. She has five masts, known respectively as the fore, main, middle, mizzen and spanker. All of the masts are of steel, except that at the extreme top of each there is a 6-foot wooden stump. The total spread of canvas is 50,000 square feet, and as the captain does not hesitate to haul out every rag of this, long after smaller craft are shortening sail, it can be readily understood that the dimensions of the masts and the number and size of the steel rope of the wire rigging are unusual. The mainmast, which is built of half-inch steel plates, measures three feet in external diameter. To stay and hold up to its work the towering spread of canvas on this mast alone calls for no less than thirty shrouds, and backstays, fifteen on each side. First there are six shrouds of special 5 1/2-inch steel wire; then come two backstays of 4 1/2-inch wire, and one of 4-inch; and so great is the holding strength of these fifteen ropes, that in the strongest breeze there is very little perceptible slackening of the lee shrouds or backstays. A rather surprising feature in this ship is that, in spite of her great size, all the sails are worked by hand by means of special windlass. The ship's complement consists of fifty-nine sailors, two officers and the captain.

The auxiliary equipment consists of a triple expansion engine of 750 indicated horsepower, steam for which is provided by two boilers, and in the side and between-deck bunkers a fuel supply of 650 tons can be carried. It was found that in moderate weather, when the ship is in ballast, the engines can drive her at a speed of eight knots per hour; when she is loaded, the speed under steam is from six to seven knots. Because of the great length and easy lines of the Rickmers and her large spread of canvas, she is capable, under favorable conditions, of sailing faster than any ship that was ever built.

In an interview several months ago, Captain A. Watson, who commands

her, stated that for a period of eight hours with the wind free, she averaged fifteen and three-quarters knots per hour, and that judging from this performance and the ability of the ship to carry her canvas in heavy weather, she would probably be able to make seventeen knots an hour when going free, in half a gale of wind.

She is fitted with the Bevis type of patent feathering propeller, which, when sail power is to be used, can be so adjusted by means of a central shaft inclosed within the stern shaft, that the propeller blades will lie in the vertical plane of the keel.

The hull of the R. C. Rickmers is constructed with a cellular, water-tight, double bottom, which, together with the four water-tight divisions, constituting the "deep tank" in the middle of the vessel, can be filled with water ballast to the amount of about 2700 tons, which is sufficient to give the vessel the necessary sailing stability when in ballast. The actual weight of the ship itself is 3350 tons and she has a maximum carrying capacity of 8000 tons.

The Rickmers carries a crew of fifty-nine men, eleven of whom are in the engine room. She arrived in ship shape with all on board. Had it not been for adverse winds after crossing the equator, the big foreigner would have made this port in eighty-five days.

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